

# EAST-WEST TRANSIT STUDY

## Executive Summary



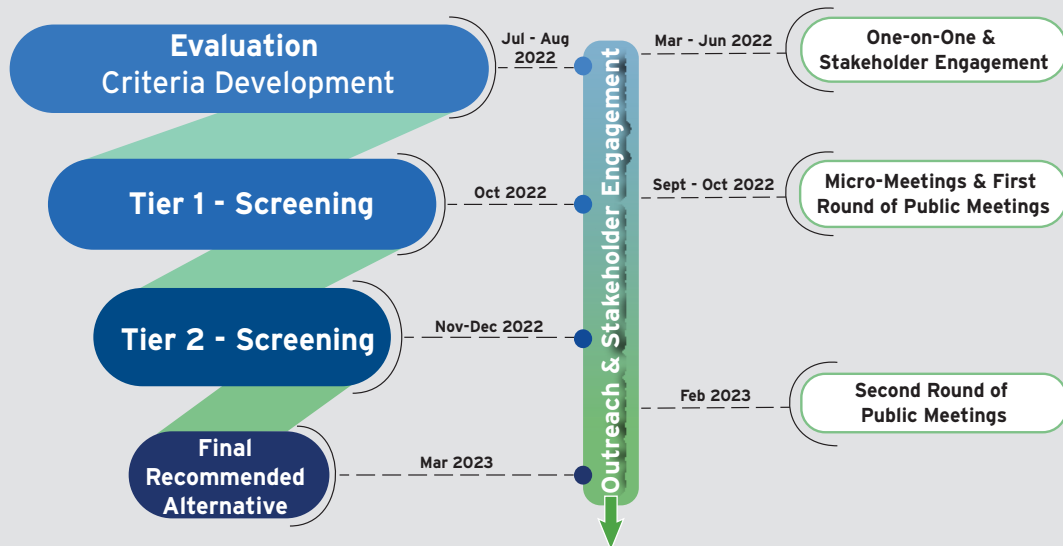
Kansas City represents the place we call home and our pride in great things happening throughout the region. An investment in premium, reliable, east-west transit service will fill existing transportation gaps, connect into primary north-south transit corridors, and improve the quality of life of citizens throughout KC.

### A CLEAR VISION

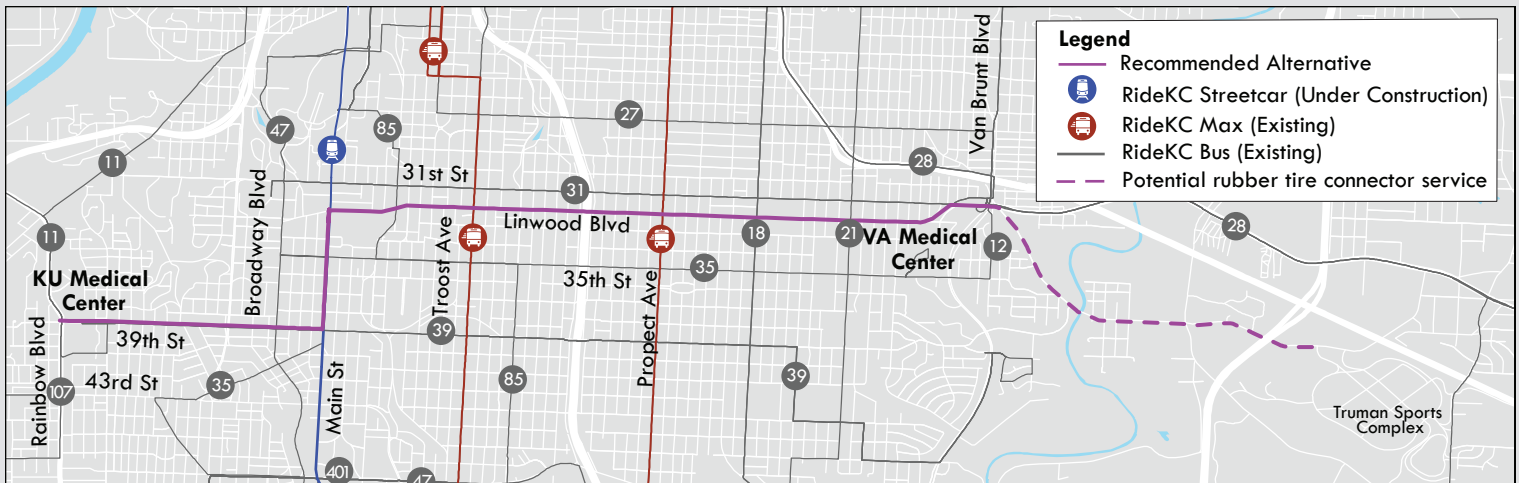
Thanks to new transportation resources such as the Kansas City Streetcar and Prospect MAX, our regional transportation options have taken a step forward, both in terms of modernization and user convenience. An investment in east-west transit is well deserved and beyond due for the residents and businesses, providing better access to jobs and healthcare.

The Kansas City Area Transportation Authority (KCATA), in cooperation with project partners across state lines, is evaluating an east-west, high-capacity transit connection between The University of Kansas Health System and a terminus on the east side of Kansas City, MO. The vision for the East-West Corridor is to create a fast, efficient, and attractive public transit service that aligns with existing Streetcar and MAX services. As an economic investment for the greater Kansas City area, the corridor would strengthen the RideKC transit network.

### PLANNING PROCESS



### Recommended Alternative: Streetcar



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## PUBLIC ENGAGEMENT

The East-West Study Team conducted three rounds of public engagement. The major themes heard during each round of engagement are shown below.

### Round 1

The public feels excitement for an East-West high-frequency transit investment with the positive economic and community impacts that can result.

The public wants a transit investment that is funded in an equitable manner and minimizes displacement of existing residents and businesses.

The public is supportive of the long-term vision of an East-West connection, but expressed an immediate need for more service reliability on the existing transit network.

### Round 2

The public's importance of the various screening criteria and the alignment alternatives were consistent with the outcomes of the study team's technical screening.

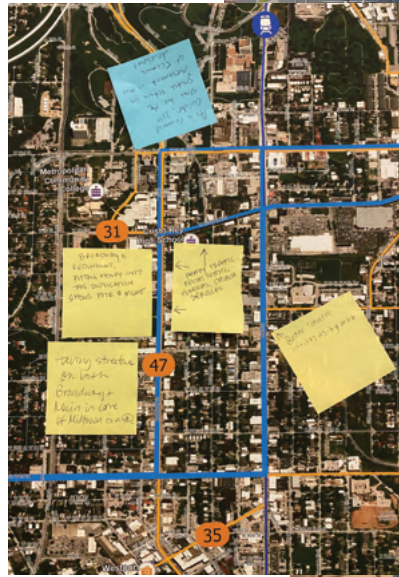
The technical screening did not highly rank 39th Street in the Middle part of the corridor. However, public support for this alignment resulted in keeping the option in the analysis for further consideration.

### Round 3

The public prefers a Streetcar as the mode for an East-West high capacity transit connection.

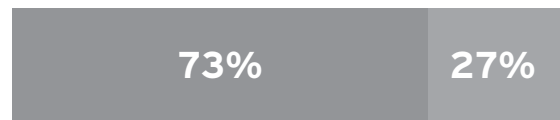
The public supports a connection between 39th Street and 31st/Linwood via Main Street over Broadway Boulevard and an alignment along Linwood Boulevard rather than 31st Street.

The public prefers 39th Street alignment west of Main Street.



## FINAL ENGAGEMENT RESULTS

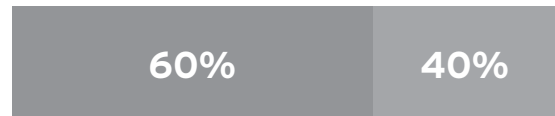
### Mode Preference



Streetcar

MAX Bus  
(BRT)

### Route Preference



Linwood Boulevard

31st Street

Survey results are based on all responses received during a three-week survey period. Surveys were provided at the in-person public meetings and available online.



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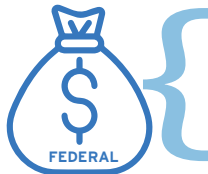
## COST AND FUNDING STRATEGIES

The capital and operating cost estimates of a streetcar require a combination of **new local funding** and federal funding for implementation.

### CAPITAL COSTS AND FUNDING OPTIONS

**Estimated Capital Cost (2022 dollars):**

**\$560 - \$650 M**



- Capital Investment Grant (CIG) - New Starts program - recommended for up to 80% of total project costs
- Other smaller magnitude grants
  - Example: RAISE - up to \$45 million



- New funding source dedicated to transit
  - Sales or property tax at a multi-county and potentially bi-state level
- Transportation Development District (TDD)
  - Limited funding potential for an East-West line compared to TDD used for Main Street Streetcar
- Private Contributions
  - Potential contributions are a relatively small proportion of total cost

### OPERATING COSTS AND FUNDING OPTIONS

**Estimated Annual Operating Cost (2022 dollars):**

**\$8 M**

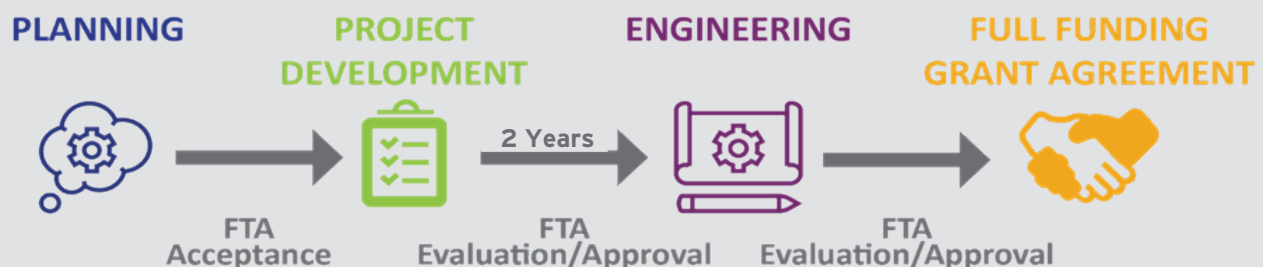


*Federal funding is generally not available for ongoing O&M costs*

- New regional transit funding - recommended
  - Sales, property or income tax at a multi-county level
- Transportation Development District (TDD)
  - Limited funding potential compared to TDD used for Main Street, but may be an appropriate level for operations
- City of Kansas City, Missouri Public Mass Transit (PMT) Sales Tax
  - Potential source for cost redirection from existing east-west bus service to streetcar mode
- Intergovernmental agreement
  - A direct contribution to cover costs between KCSA and a government or private entity (may be more applicable on the Kansas-side)

## Capital Investment Grant (CIG) New Starts Program

The CIG program is the primary discretionary grant program for major transit capital investments administered by the Federal Transit Administration (FTA). The multi-year program requires demonstration of local funding commitments. After the initial planning phase, the project applies to enter Project Development (completion required within two years). The phase includes preliminary engineering and environmental review. **Up to \$11 million (2022 dollars) is needed to complete this phase alone.** The project must pass CIG program ratings before allowed entry into the Engineering phase. At least 50% of the non-CIG funds must be committed for the project to be eligible for program funding. Following recommendation by FTA and approval by Congress, FTA may begin negotiating a Construction Grant Agreement to be awarded upon completion of the Engineering phase.



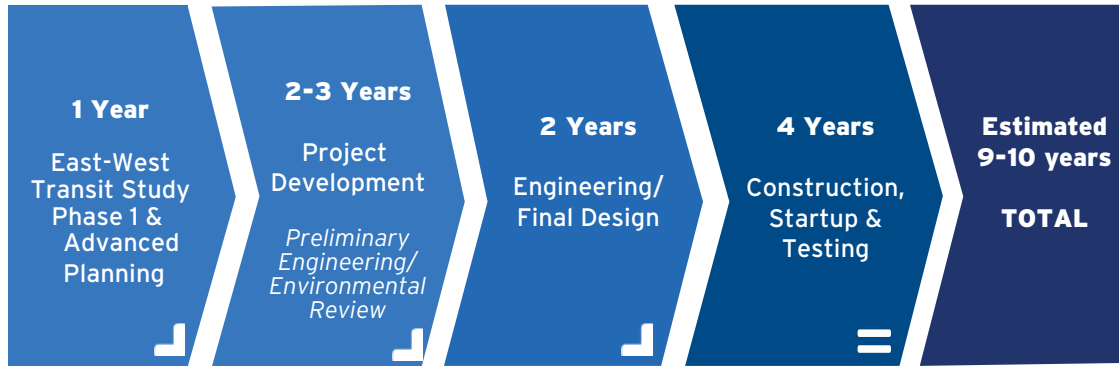
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## IMPLEMENTATION



### TIMELINE

The timeline for the implementation of the streetcar is up to 10 years from the date of this study phase. The implementation timeline is based on prior Kansas City Streetcar experience but is subject to change as the project progresses. Funding availability will be a major influence on the timeline.



### NEXT STEPS

#### Complete Advanced Planning

- Pursue funding for advanced planning
- Develop station conceptual design plans and engineering for Main Street interlining
- Evaluate design and operating challenges for dedicated lanes, property impacts, and traffic operations
- Develop ridership estimates, operating plan, vehicle needs, and integration with other transit
- Continue public outreach on planning and design progress, technical analysis, and funding strategy
- Develop strategies for adoption of transit supportive land use policies, including affordable housing and anti-displacement policies for commercial and residential uses
- Develop funding strategy
- Incorporate the Locally Preferred Alternative into the region's adopted transportation plan



#### Complete Project Development

- Develop 30% design plans
- Complete environmental review
- Confirm CIG funding feasibility and supplementary funding sources
- Identify local match requirements and potential sources
- Secure local match with commitments from funding partners and the passage of a new local funding source

**Passage of  
New Local  
Funding Source**

